



Fiscal Year 2007-08 Budget

Santa Barbara Metropolitan Transit District
550 Olive Street
Santa Barbara, CA 93101

Adopted: May 22, 2007



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Executive Summary

Key Points

Operations

- Base service hours are budgeted to increase by approximately 7.6%
- Inter-community service to the Santa Ynez Valley will be in its third year of operation
- Old Town Shuttle Service will complete the second year of operation in August (South Coast Transit Priority Project)
- Mesa Loop service will complete its first year of operation (South Coast Transit Priority Project)
- Enhanced service to the Eastside and Westside of Santa Barbara will complete its first year of service
- Ridership is projected to increase by 2%

Revenues

- The District's annual Transportation Development Act (TDA) appropriation increased by .5% for fiscal year 07-08
- Percentage of TDA the District will need to fund daily operations will increase from 74.2% to 84.7%
- Passenger Fares are projected to increase by \$162,967 or 2.3% from fiscal year 06-07 estimated receipts
- The budget also includes projected revenue of approximately \$150,000 from the lease of the Overpass site
- Federal Operating Assistance is projected to increase by 1.8% from fiscal year 06-07 estimated receipts
- Local Operating Assistance is projected to increase by \$555,896 or 106% due to commitments from local communities for enhance transit service

Expenses

- Total annual expenses are projected to increase by \$1,830,852 or 10.1% from fiscal year 06-07 estimates
- Wages & Benefits shall increase by \$1,321,694 or 10.6% from fiscal year 06-07 estimates
- Fuel/Electric Bus Power costs are projected to increase by \$313,734 or 16.1%

Capital

- The District will purchase thirteen (13) electric shuttles for expanded services related to the South Coast Transit Priorities
- The budget includes the acquisition of an Automated Vehicle Location System priced at approximately \$2,200,000
- Land & Facilities expenditures are projected to be \$125,000. This figure consists of Calle Real Development costs and Overpass improvements
- Service Vehicle costs consist of replacement relief cars for the operations department
- Bus Rehabilitation costs are projected to be \$858,000 for engines, transmissions, battery packs etc

Deferred Credits

- Deferred credits are projected to decrease by \$255,252 or 4.2% in fiscal year 07-08 to a balance of \$5,828,969

Executive Summary

Fiscal Year 2007-08 Budget				
	FY 2005-06	FY 2006-07		FY 2007-08
	Actual	Final Budget	Final Estimate	Adopted Budget
Operations				
Ridership				
Regular	5,699,740	5,717,117	6,031,315	6,091,628
Shuttles	568,242	580,099	556,632	562,198
Express	1,010,694	1,007,316	1,086,527	1,097,392
Regional	27,228	25,030	32,005	32,325
Total Ridership	7,305,904	7,329,562	7,706,479	7,783,543
Service Miles				
Regular	1,759,259	1,771,572	1,776,388	1,861,410
Shuttles	80,866	83,731	76,456	79,230
Express	507,486	550,741	547,010	577,091
Regional	96,011	94,876	62,469	65,342
Total Service Miles	2,443,622	2,500,920	2,462,323	2,583,073
Service Hours				
Regular	140,048	145,843	147,718	159,937
Shuttles	16,659	16,243	16,133	16,771
Express	22,176	23,652	23,650	25,171
Regional	2,274	2,246	2,296	2,365
Total Service Hours	181,157	187,984	189,797	204,244
Passengers per Mile	3.0	2.9	3.1	3.0
Passengers per Hour	40.3	39.0	40.6	38.1
Revenues				
Total Revenue	\$17,366,406	\$18,778,158	\$18,099,705	\$19,930,557
Major Revenue Sources:				
TDA Sales Tax (applied to Operations)	\$5,197,617	\$5,958,234	\$5,168,810	\$5,928,876
Fares	6,851,139	7,023,878	7,071,691	7,234,658
Federal Operating Assistance	3,835,761	3,712,486	3,712,486	3,768,173
Other Sources	1,481,889	2,083,559	2,146,718	2,998,850
Expenses				
Total Expense	\$17,366,406	\$18,778,158	\$18,099,705	\$19,930,557
Wages & Benefits	\$11,436,121	\$12,733,072	\$12,457,048	\$13,778,742
Workers Compensation	920,752	692,495	677,688	723,434
Materials/Supplies	975,093	1,108,944	1,035,636	1,153,798
Services/Utilities	2,271,246	2,176,155	1,922,398	1,927,382
Fuel/Electric Bus Power	1,406,021	1,678,127	1,630,474	1,944,208
ADA Paratransit	357,173	389,365	376,460	402,993
Farebox Recovery Ratio	39.5%	37.4%	39.1%	36.3%
% of TDA (LTF) applied to Operations	77.7%	85.6%	74.2%	84.7%
Capital Projects				
Total Capital Revenue	\$1,936,872	\$12,038,068	\$6,909,554	\$7,955,378
TDA Sales Tax (applied to Capital)	\$1,490,829	\$1,003,526	\$1,792,950	\$1,072,169
TDA State Transit Assistance	446,043	2,529,258	528,280	2,966,249
Federal Capital Assistance	0	7,338,995	3,954,905	3,384,090
Other Sources	0	1,166,289	633,419	532,870
Total Capital Expense	\$575,692	\$13,492,600	\$6,431,681	\$8,210,630
Land & Buildings	(\$24,216)	\$125,000	\$62,760	\$125,000
Buses	188,260	10,082,796	5,800,404	5,148,000
Service Vehicles	322,939	278,000	201,849	69,000
Management Information Systems	88,709	60,000	27,934	80,000
Intelligent Transportation Systems	0	2,200,000	0	2,200,000
Bus Stops	0	558,804	173,816	438,630
Other Capital Items	0	188,000	164,918	150,000
Deferred Credits				
Beg. Fund Balance	4,239,730	5,606,348	5,606,348	6,084,221
Net (Surplus/Loss)	\$1,361,178	(\$1,454,533)	\$477,873	(\$255,252)
Ending Fund Balance	\$5,606,348	\$4,151,816	\$6,084,221	\$5,828,969

General Manager's Budget Message

MTD Board of Directors and staff are pleased to present the Santa Barbara Metropolitan Transit District's budget for Fiscal Year 2007-08. This carefully planned transit budget is balanced in a multitude of ways.

The revenues and expenditures are presented after a thorough review by MTD staff and Board of Directors. The art of creating an appropriate transit budget requires balancing the frequency and extent of transit service, level of customer service, number and type of vehicles, comfort of bus stops, and dissemination of passenger information against the unavoidable and ever-increasing expenditures.

Fortunately, in spite of the rising cost of fuel, collectively bargained increases in benefits and wages, and the challenging local employment environment, MTD is able to provide an increase in passenger service this fall.

Transit service is recognized in the community as a crucial part of the balanced transportation plan. We are grateful for the strong support of passengers and for ongoing financial partnerships with the cities of Santa Barbara, Carpinteria, Goleta and the county of Santa Barbara. Additionally, the pass programs with UCSB, SBCC, City of Santa Barbara and Brooks Institute are all successful and valued.

Passenger rides have increased significantly, in part due to residents seeking alternatives to the high cost of gasoline. Even more to the point, MTD was able to increase service hours by over 9% in March 2007. This resulted in 10-minute frequencies during the peak service hours. This was accomplished by working closely with the cities of Santa Barbara, Goleta, the University of California at Santa Barbara and the county of Santa Barbara to reduce the wait time between buses on five major lines.

Hiring and retention of employees is an increasing challenge in the local housing environment. In presenting this budget, MTD continues to seek the right balance between the needs of employees and service available to passengers.

It is, indeed, our pleasure and our mission to enhance the personal mobility of South Coast residents and visitors by offering safe, clean, reliable, courteous, accessible, and cost-effective transit service throughout the district.

Formation & Mission

Formation of the District (District)

The formation of the Santa Barbara Metropolitan Transit District (District) occurred in 1968 following the majority passage of a ballot measure. The legislative authority for the formation, and the organization and powers of the District are vested in the California Public Utilities Code (Sections 95000 through 97100) that is cited as "The Santa Barbara Metropolitan Transit District Act of 1965." According to the Act, the District was established:

"...in order to meet the public transit problem of the area... [and]...to develop a single transit system to protect the public interest and welfare."¹

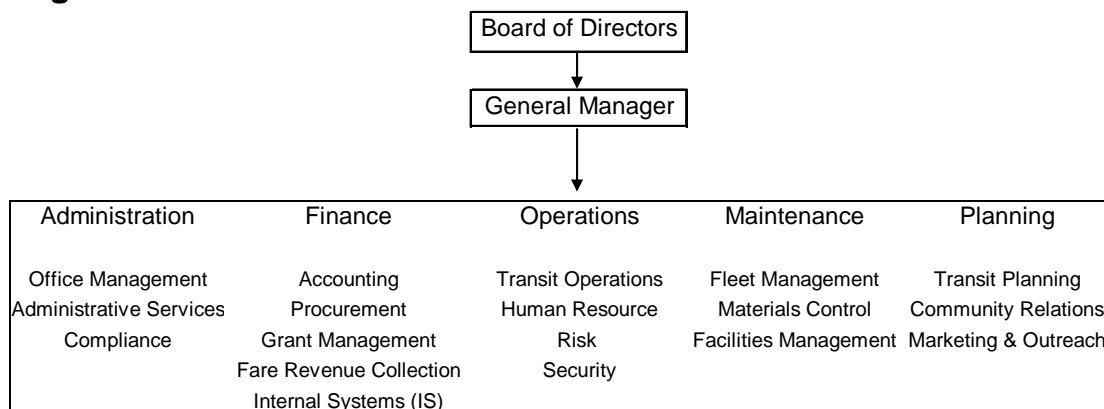
The District has grown from a fledgling 12-bus operation to a recognized leader in operating efficiency and transit innovation. Currently, the District operates a fleet of 100 diesel, hybrid and electric buses providing well over seven million passenger trips annually.

A workforce of approximately 213; consisting of drivers, mechanics and administrative personnel operate and oversee 27 bus and shuttle routes. From the outset, the District has attempted to "fill a void" in the transportation mix by providing basic mobility for the transit dependent, those without access to, or unable to use, a car for transportation around the South Coast. In addition, experience has shown that public transit can be a strategic tool in reducing traffic by providing access to jobs and other transportation needs.

Mission Statement

"The mission of the Santa Barbara Metropolitan Transit District is to enhance the personal mobility of South Coast residents and visitors by offering safe, clean, reliable, courteous, accessible and cost-effective transit service throughout the district."

Organizational Structure



¹California Public Utilities Code, Part 9, Chapter 1, Article 2, Section 95030

Annual Work Program

By incorporating an “Annual Work Program” within the budget, the District sets in progress capital projects, activities and daily operations required to provide quality transit service to the South Coast of Santa Barbara County. The intent is to ensure that adequate staffing and financial resources are dedicated to delivering projects and services as promised.

The District has a history of leadership within the transit industry as it relates to providing environmentally sound transit service. This approach reflects the priorities of the community served and with the support of other local agencies, the District will continue to push forward with programs that result in quality transit service in a cost efficient manner.

As a means of organizing, the activities and projects associated with running an agency the size of the District the “Annual Work Program” has been divided into traditional transit functions.

Administration & Finance

➤ Community Outreach Activities

Management will continue to participate in activities and meetings with local agencies and other local community organizations to ensure public transit’s role within the community is well defined.



➤ Oversee and Administer Finance and Procurement Activities

Staff will produce all financial related documents as well as manage the daily cash management and accounting requirements of the District. The Finance department will manage all procurements and compliance associated with purchasing of goods.

➤ Management of Human Resource Requirements

All hiring and employee related matters inclusive of the collective bargaining units are handled by the Human Resource department.

➤ Oversight and Management of Drug & Alcohol Program

The District is required by federal law to adhere to strict standards related to its Drug and Alcohol policies. As such, the District has instituted a Drug and Alcohol program and conducts after hour testing in-house. The Human Resource department oversees this program and multiple departments share the duties.

➤ **Manage Self Insurance of Liability and Workers Compensation**

The District is self-insured as it relates to liability and workers compensation matters. The District has hired a third-party administrator to manage the workers compensation program and another outside agency to assist with liability claims. The Risk department, which consists of employees from the Human Resource department, manages the District's duties associated with these programs.

➤ **Administration of Office Equipment and Related Activities**

Administrative staff handles all daily office related duties such as phones, reception, office supplies etc.

Special Projects

- Environmental Management System
- Leasing of Overpass Site
- Calle Real Property
- Collective Bargaining Agreement
- Fuel Agreement (Bio-Diesel)
- Acquisition of Automated Vehicle Location System
- Acquisition of Expansion Buses for Isla Vista Service

Maintenance

➤ **Maintain Preventative Maintenance System**

Over one hundred buses consisting of electric, diesel and hybrid technologies will be inspected and maintained throughout the fiscal year. Regular training related to various engine, transmission and ancillary equipment will be conducted.



➤ **Manage Daily Fleet Maintenance Requirements**

Staff will utilize computer software specially designed for transit systems to manage all record keeping requirements associated with the fleet of revenue vehicles.

➤ **Implement New Tire Lease Agreement**

Maintenance and Finance staff will conduct a cost analysis related to the purchase versus lease of tires for the District's fleet of buses. Subsequently, a procurement and new agreement will be entered into during the fiscal year.



- **Manage Facility Related Equipment**
Staff is responsible for ensuring that all equipment and buildings are kept in good condition. The grounds and equipment are repaired by District employees, however, contractors are brought in for certain tasks.

Special Projects

- Test and Expand Bio-Diesel Program
- Hybrid Diesel-Electric Bus Training
- Implementation of New Chargers and Battery Monitoring Systems
- Complete Disposal of Retired Vehicles



Operations

- **Manage Daily Transit Operations**
With nearly 30 routes and over 800 bus stops to serve, daily passenger related operations require the majority of the District's employees. The District has approximately 145 driver positions as well as 8 supervisors and 4 staff positions.
- **Administration of Daily Passenger Interactions**
Administrative and Operations employees jointly respond to passenger inquiries and complaints on a daily basis. Operations staff is responsible for follow-up and corrective action as it relates to any concerns that may arise related to the provision of public transit service.



Planning & Marketing

- **Conduct Service Related Surveys**
The Federal Transit Administration (FTA) is requiring transit operators to conduct a "Passenger Mile Survey" throughout the next fiscal year. This survey

will require a great deal of work that must be conducted evenly throughout the year. Planning also intends to conduct an “Origin and Destination” survey early in the fiscal year to prepare for the 101 Highway Improvement scheduled for the spring of 2008.

- **Schedule and Driver Bid Preparation & Analysis**
The Planning department will prepare passenger schedules as well as driver bids throughout the year. The department will prepare all reports and analysis required to assess transit service provided by the District.
- **Bus Stop Administration**
The Planning department manages all bus stop related needs inclusive of improvements, repairs and design.
- **Web site Management**
The Marketing department handles daily management and enhancements relating to the District’s web site.
- **Print & Media Campaigns**
The Marketing department has proposed the following print campaigns for the upcoming fiscal year, Sustainable Transportation, Testimonials and Enhanced Transit.
- **Bus Advertising Program**
Advertising revenue derived from the placement of advertisements on the District’s fleet of buses will be managed in-house. Additionally, the District has offered to administer a similar program for the Clean Air Express bus service for a reasonable fee.

Special Projects

- Transit Village
- Google Transit – Trip Planner
- Automated Vehicle Location System
- Mobile On-Time Performance Project
- Employer Outreach Program



Operating Budget

OPERATING REVENUE BUDGET FISCAL YEAR 2007/2008

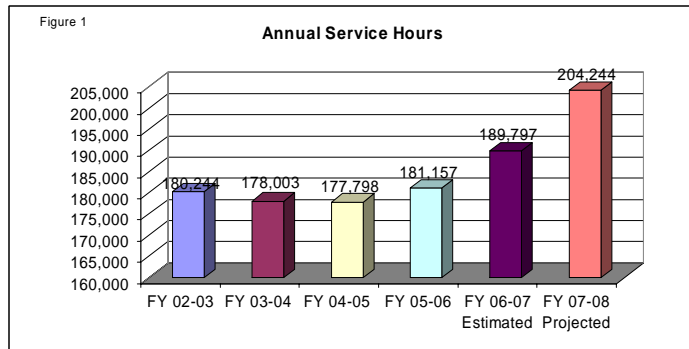
	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>FAREBOX REVENUE</i>				
Cash Fares	\$3,202,654	\$2,941,976	\$260,679	\$2,872,308
Downtown-Waterfront Shuttle/My Ride	1,375,896	1,419,989	(44,093)	1,499,988
UCSB Contract Fares	635,769	639,294	(3,525)	602,924
SBCC Contract Fares	522,620	527,620	(5,000)	512,811
Carpinteria Seaside Shuttle	82,815	80,307	2,508	77,932
Amtrak Fares	2,500	80,307	(77,807)	2,049
Special Event Fares	2,000	2,000	0	759
UCSB TAP Program	0	110,000	(110,000)	123,765
Brooks Pass Program	5,500	3,600	1,900	5,548
Adult 10-Ride Passes	416,618	427,300	(10,683)	387,199
Student 10-Ride Passes	240,730	253,400	(12,670)	282,215
Senior/Disabled 10-Ride Passes	67,395	71,000	(3,605)	67,356
Valley Express 10-Ride Passes	55,460	47,000	8,460	60,321
Adult 30-Day Pass	395,826	282,734	113,093	353,329
Student 30-Day Pass	68,789	63,400	5,389	66,859
Senior/Disabled 30-Day Pass	117,686	114,258	3,428	116,808
Valley Express 30-Day Pass	42,400	40,000	2,400	39,520
<i>Subtotal</i>	<u>\$7,234,658</u>	<u>\$7,023,878</u>	<u>\$130,473</u>	<u>\$7,071,691</u>
<i>NON-TRANSPORTATION INCOME</i>				
Advertising on Buses	\$369,194	\$364,194	\$5,000	\$360,921
Interest on Investments	210,000	72,500	137,500	148,931
Overpass Lease & Misc	167,500	10,000	157,500	0
<i>Subtotal</i>	<u>\$746,694</u>	<u>\$446,694</u>	<u>\$300,000</u>	<u>\$509,852</u>
<i>SUBSIDIES</i>				
TDA Sales Tax Revenue	\$7,001,045	\$6,961,760	\$39,285	\$6,961,760
(Amount applied to capitol)	(1,072,169)	(1,003,526)	(68,643)	(1,792,950)
FTA Formula Assistance	3,768,173	3,712,486	55,687	3,712,486
FTA CMAQ Operating Assistance	423,708	406,588	17,120	406,588
Property Tax Revenue	746,851	704,576	42,275	704,576
LOA (City of SB)	1,081,598	525,702	555,896	525,702
<i>Subtotal</i>	<u>\$11,949,206</u>	<u>\$11,307,586</u>	<u>\$641,620</u>	<u>\$10,518,162</u>
<i>TOTAL OPERATING REVENUE</i>	<u>\$19,930,557</u>	<u>\$18,778,158</u>	<u>\$1,072,092</u>	<u>\$18,099,705</u>

OPERATING EXPENSE BUDGET
FISCAL YEAR 2007/2008

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>ROUTE OPERATIONS</i>				
Drivers	\$8,103,979	\$7,451,175	\$652,805	\$7,383,693
Dispatch & Supervision	540,742	502,229	38,513	476,615
Hiring & Training	207,434	329,014	(121,580)	393,561
Risk & Safety	1,435,809	1,358,177	77,632	1,179,921
Transportation Subsidies	402,993	389,365	13,628	376,460
<i>Subtotal</i>	<u>\$10,690,957</u>	<u>\$10,029,959</u>	<u>(\$660,998)</u>	<u>\$9,810,250</u>
<i>VEHICLE MAINTENANCE</i>				
Mechanics	\$1,018,858	\$985,527	\$33,331	\$846,942
Cleaners & Fuelers	566,911	547,677	19,234	546,157
Supervision	594,269	478,435	115,834	444,684
Vehicle Consumables	2,114,481	1,843,521	270,960	1,771,241
Bus Parts & Supplies	735,189	696,714	38,475	657,976
Vendor Services	51,750	39,000	12,750	45,574
Risk & Safety	24,197	23,046	1,151	243,051
<i>Subtotal</i>	<u>\$5,105,656</u>	<u>\$4,613,921</u>	<u>(\$491,735)</u>	<u>\$4,555,624</u>
<i>PASSENGER ACCOMMODATIONS</i>				
Passenger Facilities	\$621,140	\$539,560	\$81,579	\$510,554
Transit Development	379,204	360,807	18,397	326,076
Promotion & Information	492,908	412,778	80,131	340,967
Fare Revenue Collection	273,020	240,435	32,585	223,580
<i>Subtotal</i>	<u>\$1,766,272</u>	<u>\$1,553,580</u>	<u>(\$212,692)</u>	<u>\$1,401,177</u>
<i>GENERAL OVERHEAD</i>				
Finance	\$562,807	\$526,240	\$36,567	\$432,240
Personnel	85,407	80,629	4,778	83,919
Utilities & Communication	224,865	216,733	8,132	202,314
Operating Facilities	252,719	243,645	9,074	236,866
District Administration	1,241,874	1,513,450	(271,576)	1,377,314
<i>Subtotal</i>	<u>\$2,367,673</u>	<u>\$2,580,697</u>	<u>\$213,025</u>	<u>\$2,332,654</u>
<i>TOTAL OPERATING COST</i>	<u>\$19,930,557</u>	<u>\$18,778,158</u>	<u>(\$1,152,399)</u>	<u>\$18,099,705</u>

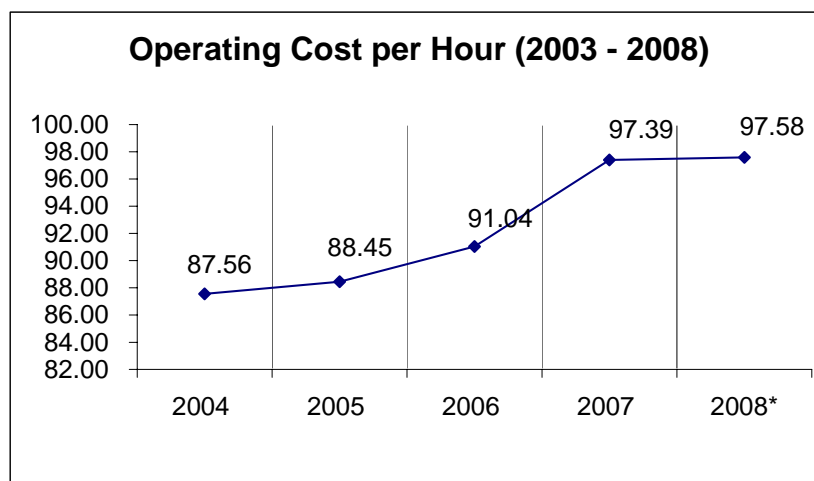
Analysis & Trends

The District's finances are currently in good condition, however, the forecast is becoming rather questionable as the local sales tax measure known as "Measure D" is scheduled to expire within the next few years. The loss of "Measure D" revenue may place a great deal of pressure on the District as recent service increases have been funded in large part with assistance from local agencies that are dependant upon these funds to pay for the operating subsidies. Compounding the financial forecast is the fact that the amount of sales tax revenue apportioned directly to the District via the Transportation Development Act (TDA) will increase by less than 1% in fiscal year 07-08. As figure 1 above indicates, service hours are proposed to increase approximately 7.6% from fiscal year 06-07 levels.



During the past few years, the District benefitted from the passage of the federal transportation bill, which included a new funding program titled "Small Transit Intensive Tier". Likewise, sales tax revenue apportioned to the District via the the Transportation Development Act (TDA) increased significantly in the prior year. As a result of rising subsidies the District has increased service levels over the past two years from 177,798 to 189,797. Again, it is important to note that the major service increase proposed for next year has not been funded with traditional operating subsidies but rather with local operating assistance from the city's of Santa Barbara, Goleta and the county of Santa Barbara.

Between fiscal years 2003 and 2008, the District's cost per hour is estimated to increase from \$87.56 to \$97.58 or an average of 2.5% per year.



The District's ability to respond to requests from the public, as well as the cities of the South Coast, for additional transit service is influenced by the cost per hour. The District's success in holding the cost per hour to an average of 2.5% annually over the four-year period has resulted in the ability to increase service levels.

Five-Year Cost Analysis - Expenditures

	FY 2002-03	FY 2003-04	FY 2005-06	FY 2006-07	FY 2007-08	5-Year Comp %	5-Year Comp \$
Fuel/Electric Bus Power	\$677,260	\$872,693	\$1,406,021	\$1,630,474	\$1,944,208	187.1%	\$1,266,948
ADA Paratransit	219,300	332,173	357,173	376,460	402,993	83.8%	183,693
Services/Utilities	1,267,339	1,283,677	2,271,246	1,922,398	1,927,382	52.1%	660,043
Wages & Benefits	10,089,921	10,914,995	11,436,121	12,457,048	13,778,742	36.6%	3,688,821
Materials/Supplies	998,449	1,045,187	975,093	1,035,636	1,153,798	15.6%	155,349
Workers Compensation	1,045,492	1,137,417	920,752	677,688	723,434	-30.8%	(322,058)
	\$14,297,761	\$15,586,142	\$17,366,406	\$18,099,705	\$19,930,557	39.4%	\$5,632,796
% increase in Annual Operating Expenses:		9.0%	11.4%	4.2%	10.1%		

The table above is designed to provide a glimpse of those sectors of the District that are driving costs over the five-year period. The last two columns compare fiscal year 07/08 spending levels versus fiscal year 02-03.

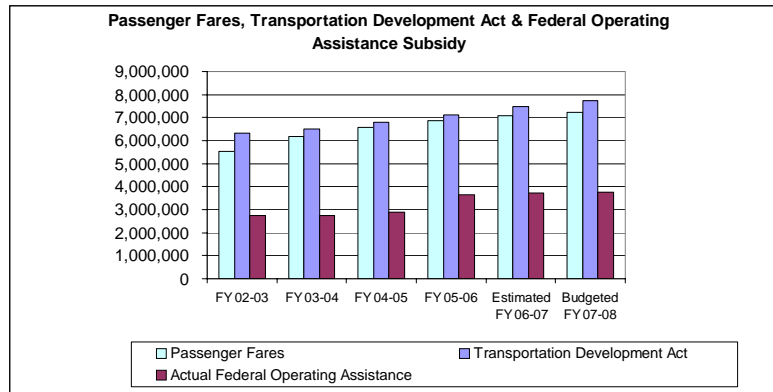
The table clearly indicates that fuel related costs are by far the area of greatest concern to the District. Rising fuel prices may encourage motorists to consider using public transit resulting in higher fare revenue. However, it also increases the cost per hour to the District to provide the same level of service. In a sort of "Catch 22", a significant influx of new riders during the peak period may force the District to "Boost" existing service further increasing the amount resources required to provide public transit service.

Fortunately, improved sales tax revenue and increased federal funding has to-date absorbed the effect of rising fuel prices and increased service levels. Despite increases in service over the past few years', specific routes continued to experience capacity issues. The District worked cooperatively with local communities to identify additional service needs and implemented the largest expansion of transit service within the South Coast in years.

The last line of the "Five-Year Cost Analysis" above illustrates the percentage at which annual operating expenses have risen as a whole. Fiscal year 03-04 and 06-07 both reflect the final year of the District's collective bargaining agreement with Teamsters Local 186, which represents the District's drivers, mechanics, operations supervisors and utility workers.

Major Subsidies & Passenger Fares

Figure 3 below, reveals the projected performance of the District's three major sources of operating revenue (i.e., Passenger Fares, Transportation Development Act [TDA] funds and Federal Operating Assistance) between fiscal year 2003 and 2008.



Fiscal year 02-03 reflects a period of subsidy decline for the District. At that time, TDA subsidies had decreased significantly from prior years and the District enacted a new fare structure to compensate. As the chart illustrates, passenger fares have risen gradually over the past few years coinciding with increased service levels and new pass programs.

The chart also highlights the increase in federal operating assistance from fiscal year 04-05 to 05-06. This reflects the passage of a new transportation bill named SAFETEA-LU, which resulted in a new source of operating funds for the District titled the "Small Transit Intensive Tier".

Assumptions & Explanations – Revenues

Ridership and Fares

Base ridership is projected to increase by 2%. The projection was based on prior year results and planned service changes. Final ridership estimates are based on results from the first ten months, extrapolated to calculate next year's figures. Final ridership projections contribute to projected passenger fare calculations distributed by fare category.

Ridership - Paid Categories Fiscal Years' 2006 - 2008

Category	FY 05-06	FY 06-07 Estimated	FY 07-08 Adopted
Cash Fares	1,957,014	1,924,052	1,962,533
Senior Cash	152,110	136,554	137,920
Disabled Cash	55,258	56,250	57,094
Token	38,912	36,152	36,695
	<u>2,203,294</u>	<u>2,153,009</u>	<u>2,194,241</u>
Adult Passes	920,648	1,059,962	1,081,162
Student Passes	394,737	420,484	428,893
Senior/Disabled Passes	441,021	472,164	481,607
	<u>1,756,406</u>	<u>1,952,610</u>	<u>1,991,662</u>
Total Paid Ridership:	3,959,700	4,105,619	4,185,904
Change in Ridership:		145,919	80,285
% Change:		4%	2%

The trend away from cash fares to pass programs has slowed but not stopped. It was anticipated that the

trend would begin to turn during the past year but current estimates indicate that the trend will not turn until next year.

The table above indicates that paid ridership will increase by 4% in the current fiscal year reflecting increased ridership. It should be pointed out that this table only reflects the District's cash fares, 10-ride and 30-day pass programs.

The table does not include the city of Santa Barbara's MyRide, UCSB Staff and Faculty or the Brooks bus pass programs. The annual MyRide pass program has been changed and as a result, only city of Santa Barbara employees qualify for the program. However, the city of Santa Barbara instituted a new 90-day MyRide bus pass program for downtown employees to compensate for the change. The District has been notified that the current UCSB Staff and Faculty pass program will be discontinued. UCSB will purchase more of the District's 30-Day and 10-Ride bus passes as a means of decreasing the cost of the program. This will most likely result in a decline in revenues for the District. Brooks Institute of Photography will continue their bus pass program with the District and results continue to improve.

Passenger fares also reflect "fare buy-down" subsidies. The city of Santa Barbara has "bought down" the fare of the successful Downtown Waterfront Electric Shuttle (DWE) service for over a decade. The intent is to mitigate traffic and enhance the economic vitality of the downtown area by providing quiet, clean and accessible transit service a cost effective traffic mitigation measure. This year's budget projects a fare buy-down subsidy of over \$1.2 million. That figure credits the city of Santa Barbara for estimated fares received and includes the Wharf Woody and Commuter Lot Shuttle services.

The table below indicates that passenger fares are projected to increase by 1.8% during fiscal year 06-07 and 8.5% in the preceding year.

Fares - Paid Categories Fiscal Years' 2006 - 2008

Category	FY 05-06	FY 06-07 Estimated	FY 07-08 Adopted
Regular Cash Fares	\$2,938,400	\$2,872,308	\$3,202,654
Adult Pass Fares	793,578	840,369	910,304
Student Pass Fares	277,473	349,073	309,519
Senior/Disabled Pass Fares	162,873	184,164	185,081
	<u>\$4,172,324</u>	<u>\$4,245,915</u>	<u>\$4,607,557</u>
Change in Fares:		\$73,591	\$361,643
% Change:		1.8%	8.5%

Aside from traditional passenger fares, the District has two bulk pass programs in place. These programs give UCSB and SBCC students' unlimited access to the District's transit services at a significantly discounted rate. In both cases, all students are charged a nominal fee during their registration.

Both programs are successful from a ridership and revenue perspective. The District benefits from a defined level of funding prior to providing service. Both UCSB and SBCC benefit substantially by offsetting the need for additional onsite parking through encouraging the use of public transit.

Revenue - Bulk Pass Programs Fiscal Years' 2006 - 2008

Category	FY 05-06	FY 06-07 Estimated	FY 07-08 Adopted
UCSB	\$605,636	\$602,924	\$635,769
SBCC	520,082	512,811	522,620
	<u>\$1,125,718</u>	<u>\$1,115,735</u>	<u>\$1,158,389</u>
Change in Fares:		(\$9,984)	\$42,654
% Change:		-1%	4%
Revenue per Trip:	\$0.81	\$0.74	\$0.76
UCSB	0.94	1.00	1.05
SBCC	0.69	0.57	0.57

The table to the right provides insight as to the amount of revenue derived annually from these programs. While revenue is estimated to decline by 1% during the current fiscal year due to shrinking enrollment, it is projected that the enrollment numbers will increase in the coming year. The table also shows that the District receives on average 76 cents per ride provided.

Ridership - Bulk Pass Programs Fiscal Years' 2006 - 2008

Category	FY 05-06	FY 06-07 Estimated	FY 07-08 Adopted
UCSB	642,098	601,328	607,342
SBCC	750,000	899,861	917,858
	<u>1,392,098</u>	<u>1,501,189</u>	<u>1,525,200</u>

As the table above demonstrates, ridership among both UCSB and SBCC students is projected to increase from fiscal year 05-06 levels. Despite declining enrollment, the use of the District's services by UCSB and SBCC students has continued to increase.

Transportation Development Act – Local Transportation Fund/State Transit Assistance

Local Transportation Fund (LTF) subsidy is made up of a quarter-cent state sales tax. The sales tax is driven by the local economy as the funds are distributed to the counties from which they originate. The District applies LTF funds against operating expenses and uses excess funds for capital expenditures. It is important to understand that the District's source of local funding for capital acquisitions is typically generated from TDA subsidies. Historically, approximately 50% of all capital costs were paid with TDA

funds. This includes State Transit Assistance Fund (STA) receipts (a portion of the state sales tax on fuel), which, combined with LTF, make up the District's entire TDA subsidy.

Consequently, the percentage of TDA subsidy used to fund operations is probably the best barometer of the District's financial health. Historically, the District has been able to use all State Transit Assistance Fund (STA) receipts for capital expenditures. However, projections indicate that the District will be required to apply a greater percentage of its TDA subsidy towards operations, thus decreasing the amount of STA available for capital projects.

% of TDA (LTF) Subsidy needed to cover Operations Fiscal Years' 2004 - 2011

	Actual		Estimated		Projected			
	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
% of TDA Subsidy	74.7%	79.6%	77.7%	74.2%	84.7%	90.9%	96.0%	100.7%

These projections assume an annual increase in expenditures of 4% and annual revenue increases ranging from .5% to 4%.

5307 Federal Operating Assistance

Since the population of the District's urbanized service area remained less than 200,000 as of the 2000 census, the District continues to qualify to use its federal subsidy on operating assistance. In the past year, the federal government reauthorized transportation spending levels via the SAFETEA-LU bill.

SAFETEA-LU set the annual rate of growth for the 5307 program at approximately 1.8%. However, the bill also authorized a new program titled "Small Transit Intensive Tier". This program was designed to benefit small communities (population under 200,000) that are classified by the Federal Transit Administration as "Transit Intensive". As a result, the District's region was one of 20 communities that were recognized as "Transit Intensive". This distinction resulted in an additional \$700,000 annually for the District.

Property Tax

Under its original Enabling Act in 1965, the District was given the power to use local property tax to help fund its operations. Upon voter approval of the District formation in 1967, the District requested the County Auditor-Controller to begin collecting such a tax upon the actual commencement of operations in 1969.

The 1977 passage of Proposition 13 limited the growth of taxed assessed values to 1% per annum. Only upon transfer of ownership is the assessed value brought in line with the market value of the property. Additional growth in such revenues will continue to be dependent upon the volume and value of property sales, as assessed values catch up to the market. Projections provided by the County Auditor-Controller's office indicate a 6% increase, for a total of \$746,851, in anticipated revenue for fiscal year 07-08.

Advertising

The District makes advertising space available both inside and outside of its buses and shuttles. The greatest resource expended is sales-related staff time, critical to attracting clients. Rates are determined by the perceived effectiveness of a given location and demand, and thus varies based on ad location and size. The District has budgeted \$369,194 or a 1.4% increase from fiscal year 06-07.

Local Assistance

Local operating assistance consists of the city of Santa Barbara's subsidy of \$342,615 for Crosstown Shuttle service as well as \$576,578 for the lines 1,2,3,6 and 11. Additionally, the city of Goleta is subsidizing the lines 6 and 11 in the amount of \$60,853, while the county of Santa Barbara is providing \$90,588 for the same lines.

This subsidy is considered local operating assistance, as the District's standard fare structure applies and the service is administered and operated by the District. The District with the participation of City staff and the appropriate City advisory committees determines Service levels.

Assumptions & Explanations – Expenses

Service Levels

	Service Levels			
	FY 2005-06 Actual	FY 2006-07 Estimate	FY 2007-08 Adopted Budget	% Change
Ridership				
Total Ridership	7,305,904	7,706,479	7,783,543	1.0%
Service Miles				
Total Service Miles	2,443,622	2,462,323	2,583,073	4.9%
Service Hours				
Total Service Hours	181,157	189,797	204,244	7.6%
Passengers per Mile	3.0	3.1	3.0	-3.7%
Passengers per Hour	40.3	40.6	38.1	-6.1%
Cost/Passenger	\$2.38	\$2.35	\$2.56	9.0%
Cost/Hour	\$95.86	\$95.36	\$97.58	2.3%
Cost/Mile	\$7.11	\$7.35	\$7.72	5.0%

The budget reflects a 7.6% increase in service hours. This is partially attributable to the introduction of the Mesa Loop service and expanded hours on the lines 1 and 2 serving the West and East sides of Santa Barbara.

Based on the anticipated changes, service miles and hours are projected to increase significantly to solve service and schedule concerns. Planning staff recommended increases to specific

trips where standing load issues persisted, as well as schedule changes to accommodate traffic congestion.

Wages & Benefits

Wage and benefits are budgeted to increase by \$1,321,694 from fiscal year 06-07. Wages will increase by \$878,787 or 10.6%, while benefits will increase by \$442,907 or 10.7% above estimated 06-07 figures. The majority of the increase has to do with the expansion of service of 7.6%.

Additionally, fiscal year 06/07 reflects the final year of the collective bargaining agreement with Teamsters Local 186.

Wage & Fringe Benefit Breakdown

	FY 2006-07 Estimate	FY 2007-08 Adopted Budget	Change
Wages & Benefits	\$12,457,048	\$13,778,742	10.6%
Wages	8,301,318	9,180,105	10.6%
Fringe Benefits	4,155,730	4,598,637	10.7%
<u>Employee Equivalents:</u>			
Staff	32	34	6.3%
Union - Drivers	135	145	7.4%
Union - Supervisors	7.93	8.93	12.6%
Union - Mechanics	14	14	0.0%
Union - Utility	12	12	0.0%
	200.93	213.93	6.5%

Significant Changes:

Health Insurance	1,210,470	1,490,084	23.1%
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Workers Compensation

Workers' Compensation			
	FY 2005-06	FY 2006-07	FY 2007-08
	Actual	Estimate	Adopted Budget
Total Operating Expense	\$17,366,406	\$18,099,705	\$19,930,557
Workers' Compensation	920,752	677,688	723,434
% of Budget	5.3%	3.7%	3.6%
<u>Breakdown:</u>		Estimate	FY 2007-08 Adopted Budget
Services/Insurance		\$327,607	\$293,934
Payouts/Reserves Adjustments		350,082	429,500
		\$677,688	\$723,434

Workers' compensation costs are expected to increase to \$723,434 in fiscal year 07-08. These costs are projected to comprise 3.6% of the District's total operating budget. Overall, workers compensation expenditures related to new claims have been trending downward over the past two years.

Materials/Supplies

Costs of materials and supplies are budgeted to increase by \$118,162 or 11.4% as a whole. This is attributable to a projected increase in bus parts issued of \$62,756 above fiscal year 06-07 estimates. The District purchased twenty-six (26) new clean diesel buses with a one-year warranty that expired

Materials/Supplies			
	FY 2005-06	FY 2006-07	FY 2007-08
	Actual	Revised Estimate	Adopted Budget
Total Expense	\$17,366,406	\$18,099,705	\$19,930,557
Materials/Supplies	975,093	1,035,636	1,153,798
<u>Significant Changes:</u>			
Tire Lease		\$115,925	\$153,273
Bus Parts Issued		587,433	650,189

prior to the commencement of fiscal year 05-06. As a result, the budgeted figure for bus parts issued increased significantly. Under an existing tire lease agreement with Goodyear Tire Company, the District projects an increase in tire lease costs. Contractually, the rate per tire will increase by 3% but the addition of new fleets result in a wider variety of tires with varying costs.

Fuel/Electric Bus Power

Fuel/Electric Bus Power				
	FY 2005-06	FY 2006-07	FY 2007-08	
			Adopted	
	Actual	Estimate	Budget	Change
Fuel/Electric Bus Power	1,406,021	1,630,474	1,944,208	19.2%

For fiscal year 07-08, fuel related costs are budgeted to increase by \$313,734 from prior year estimates and will account for 9.8% of the total operating budget.

The cost of diesel fuel has increased dramatically over the past few years. In April, the cost per gallon of diesel fuel averaged \$2.25. Over the past few years, the District projected a significant increase in fuel, and is predicting a similar result for fiscal year 07-08. Predicting the cost of diesel fuel has become more difficult. However, based on historical trends and forecasts related to “Unleaded Gasoline” futures², staff is assuming an average cost of \$2.35 per gallon for fiscal year 07/08.

The District entered into a co-operative diesel fuel procurement with the Metropolitan Transit Authority (MTA) for a new contract that resulted in a decrease of 1 cent per gallon on the fixed costs associated with delivery and administration; a savings of approximately \$20,000 over two years.

Services

Services			
	FY 2006-07	FY 2007-08	
	Estimate	Adopted Budget	Change
Services	1,922,398	1,927,382	0.3%

	FY 2006-07	FY 2007-08	
	Estimate	Proposed Budget	Change
<u>Significant Changes:</u>			
Media Ad Placement	98,752	128,000	29.6%
Route Schedules & Information	101,964	157,100	54.1%
Planning Services & Supplies	1,442	60,000	4061.1%
Miscellaneous Services	175,973	145,640	-17.2%

Services are budgeted to increase by \$4,984 or .3% from fiscal year 06/07 estimates. Services include liabilities, promotions, passenger information, utilities, legal fees and other professional services. Media Ad Placement has increased by \$29,248 to cover the cost of new television and print ads. Planning Services and Supplies is projected to increase significantly due to the need for two separate surveys and professional

² Price quotes for NYMEX N.Y. Harbor Unleaded Gasoline dated May 11, 2006

consulting services related to the Transit Village project. Miscellaneous services are projected to decrease by 17.2% as specific consulting services are anticipated to slow in the coming year.

ADA Paratransit Subsidy

Services			
	FY 2006-07	FY 2007-08	
	Estimate	Adopted Budget	Change
ADA	376,460	402,993	7.0%

ADA Para transit services are contracted to Easy Lift. Fiscal year 07-08 reflects an increase of 7.0% in budgeted costs. The Consumer Price Index for the Los Angeles – Riverside region for all Consumers equated to an increase of 3.2%. However, Easy Lift recently requested that MTD increase its subsidy by 7% to help cover rising operating expenses.

Capital Budget

The District has replaced over 40% of its revenue fleet in the past few years. However, replacement of revenue vehicles is a never-ending need. Below is an explanation of various funding sources available for capital projects.

As an independent transit operator with state TDA funds as the primary source of funding, it is very difficult for the District to set aside capital reserves. Historically, approximately 50% of all capital expenditures have been paid with local funds.

Currently, after all local revenues are exhausted, it is necessary to apply the majority of TDA funds to daily operations. Reliance on TDA to meet operating expenses is expected to increase. Thus, the amount of TDA available for future capital expenditures will decrease; the District's dependence on other agencies for assistance with capital acquisitions will rise. The city of Santa Barbara (City), in the past few years, has assisted with the acquisition of shuttles for services within their jurisdiction. Ideally, federal funds will be awarded for future shuttle acquisitions, minimizing the amount of contribution needed from the City.

With the exception of TDA funds, the Federal Transit Administration (FTA) is the greatest contributor of capital funding. The District has been the recipient of 5309 discretionary federal funds for projects such as the Consolidated Operating Facility and Hybrid Buses. Likewise, the Santa Barbara County Association of Governments, the local Metropolitan Planning Organization, has awarded the District with Congestion Mitigation and Air Quality funds for bus purchases.

State Transit Assistance – STA (TDA) is the only regular funding source dedicated solely to capital acquisitions. The “Financial Forecast” on page 24 projects a range of \$750,000 to \$501,000 in STA funds over the next 5 years. Since the amount of STA funding is typically inadequate to cover the local share of capital costs, the District must allocate sufficient Local Transportation Funds – LTF (TDA), while also balancing the operating budget.

Capital Budget Schedule

Capital Projects			
	ADOPTED BUDGET FY 07/08	BUDGET FY 06/07	ESTIMATED FY 06/07
<i>CAPITAL REVENUE</i>			
Sales Tax Revenue (TDA)	\$1,072,169	\$1,003,526	\$1,792,950
Other Capital Assistance	532,870	1,166,289	633,419
State Transit Assistance (TDA)	2,966,249	2,529,258	528,280
Federal Capital Assistance	3,384,090	7,338,995	3,954,905
<i>Total Capital Revenue</i>	\$7,955,378	\$12,038,068	\$6,909,554
<i>CAPITAL PROJECTS</i>			
Buses	\$4,290,000	\$9,290,380	\$5,154,452
Bus Rehab	858,000	792,416	645,952
Fixed Facilities	75,000	75,000	50,000
Calle Real Development	50,000	50,000	12,760
Radios & Fareboxes	75,000	123,000	101,583
Service Vehicles	69,000	278,000	201,849
Bus Stops	438,630	558,804	173,816
Shop Equipment	50,000	30,000	28,388
Management Info Systems	80,000	60,000	27,934
Intelligent Transportation Systems	2,200,000	2,200,000	0
Office Furniture & Equipment	25,000	35,000	34,947
	\$8,210,630	\$13,492,600	\$6,431,681

In fiscal year 07-08, the District is budgeting for the acquisition of thirteen electric shuttles. In all, it is anticipated that the capital costs of the shuttles will exceed \$4.2 million. Overall, capital project costs are budgeted to exceed revenues by \$271,000 in fiscal year 07-08 that will be funded with TDA deferred credits. The majority of costs relate to the acquisition of buses. An additional \$858,000 will be spent related to engine, transmission and battery replacements. Fixed facilities and Calle Real development consist of projected Overpass site repairs and professional service costs. Shop Equipment includes various lifts and a new brake lathe. Budgeted bus stop costs represent routine replacement of bus benches, trash receptacles and additional shelters, as well as \$313,000 for the "Superstop" project.

Financial Forecast

OPERATING & CAPITAL BUDGET

Financial Forecast

	ADOPTED BUDGET FY 07/08	GROWTH	PROJECTED FY 08/09	PROJECTED FY 09/10	PROJECTED FY 10/11	PROJECTED FY 11/12
OPERATING REVENUE						
Passenger Fares	\$7,234,658	2.0%	\$7,379,351	\$7,526,938	\$7,677,477	\$7,831,027
SCTP Proj. Fares	0	0.0%	\$39,300	78,600	117,800	0
Federal Operating Assistance	3,768,173	1.5%	3,824,696	3,882,066	3,940,297	3,999,402
FTA CMAQ Operating Assistance	423,708		660,474	525,066	412,051	0
Property Tax Revenue	746,851	6.0%	791,662	839,161	889,511	942,882
Local Operating Assistance	1,081,598	3.5%	1,119,454	1,158,634	1,199,187	1,241,158
SCTP Proj. Assistance			0	0	78,998	163,526
Non-Transportation Income	746,694	1.5%	807,894	820,012	832,313	844,797
Sales Tax Revenue (TDA - LTF)	5,928,876	3.5%	6,583,714	7,197,940	7,734,637	8,200,808
Total Operating Revenue	\$19,930,557		\$21,206,545	\$22,028,419	\$22,882,270	\$23,223,599
OPERATING EXPENSE						
Route Operations	\$10,690,957	4.0%	\$11,118,596	\$11,563,339	\$12,025,873	\$12,506,908
Isla Vista/UCSB Shuttle	0		499,435	514,418	529,851	0
Vehicle Maintenance	5,105,656	4.0%	5,309,882	5,522,277	5,743,168	5,972,895
Passenger Accommodations	1,766,272	3.5%	1,828,091	1,892,074	1,958,297	2,026,837
General Overhead	2,367,673	3.5%	2,450,541	2,536,310	2,625,081	2,716,959
Total Operating Expense	\$19,930,557		\$21,206,545	\$22,028,419	\$22,882,270	\$23,223,599
CAPITAL REVENUE						
Sales Tax Revenue (TDA- LTF)	\$1,072,169		\$662,367	\$301,754	\$27,547	\$0
Other Capital Assistance	532,870		0	0	0	0
State Transit Assistance (TDA - STA)	2,966,249	3.5%	750,000	776,250	830,966	526,155
Federal Capital Assistance	3,384,090		0	0	0	0
Total Capital Revenue	\$7,955,378		\$1,412,367	\$1,078,004	\$858,513	\$526,155
CAPITAL PROJECTS						
Buses	\$4,290,000		\$0	\$0	\$0	\$0
Bus Rehab	858,000		700,000	735,000	771,750	810,338
Fixed Facilities	75,000		50,000	60,000	70,000	80,000
Calle Real Development	50,000		40,000	0	0	0
Fareboxes & Radios	75,000		300,000	45,000	45,000	45,000
Service Vehicles	69,000		210,000	75,000	125,000	75,000
Bus Stops	438,630		125,000	125,000	125,000	125,000
Shop Equipment	50,000		50,000	50,000	50,000	50,000
Management Info Systems	80,000		55,000	55,000	65,000	65,000
Office Furniture & Equipment	25,000		15,000	15,000	15,000	15,000
Total Capital Projects	\$8,210,630		\$1,545,000	\$1,160,000	\$1,266,750	\$1,265,338
TOTAL OPERATING & CAPITAL	\$28,141,187		\$22,751,545	\$23,188,419	\$24,149,020	\$24,488,936
Deferred Credits:						
Beginning Balance	\$6,078,781		\$5,823,529	\$6,590,896	\$6,508,900	\$6,100,664
Net Deferred Credits (+/-)	(255,252)		(132,633)	(81,996)	(408,237)	(739,183)
Adj. Prior Year Capital Projects	0		0	0	0	0
Refund for Underground Storage Tanks	0		900,000	0	0	0
Ending Balance	\$5,823,529		\$6,590,896	\$6,508,900	\$6,100,664	\$5,361,481

The forecast reflects current service levels and the continuation of substantial local operating assistance funded with Measure D revenues. A valid argument can be made to adjust the Financial Forecast to reflect the fact that Measure D revenues are scheduled to expire in April of 2010. Currently, it is estimated that nearly \$2 million in local operating subsidy and fare-buy down is attributable to Measure D funding.

Excluding the thirteen shuttles scheduled for purchase in the next year the forecast does not include any bus acquisitions. However, the following year, fiscal year 12-13, is scheduled to include the replacement of the Nova fleet (33 diesel buses) as well as the remaining electric vehicle fleet (12 shuttles). These acquisitions are projected to cost over \$17 million and the District will require significant support to complete the replacements.

Another potential project that will have a significant impact on the District's finances is the Transit Village. The current Transit Center is at capacity and it will be very difficult for the District to expand transit service during the peak periods without the facility being upgraded. The District is working cooperatively with the city of Santa Barbara to address the need to upgrade the facilities at that site. The District is closely monitoring Proposition 1C "Transit Oriented Development" funds as a potential source of funding. Likewise, Proposition 1B funds for "Transit Capital" projects may provide the funding necessary to acquire replacement buses in 2013.

While the District has been able to absorb 20% - 50% annual increases in fuel costs, it has been fortunate that Wage and Benefit costs have risen consistent with the CPI. Additionally, if not for the significant increase in federal operating assistance, approximately \$700,000 annually, it is unlikely that the District could have increased service levels.

The primary concern for the District is the trend of rising fuel prices. The rise in fuel prices is a challenge for all transit operators throughout the country exacerbated by the possible expiration of Measure D and slowing TDA receipts.

It is important to understand that the "Financial Forecast" reflects annual increases of 3.5% to 4% in operating expenses. If fuel prices continue to rise as they have historically and wage and benefit costs increase as a result of hiring challenges it is unlikely that the rise in operating expenses will be limited to 4% annually without decreasing service levels. Typically, the alternative to reducing service levels is to generate additional revenue via a fare increase. While a fare increase is not recommended at this time, the financial challenges discussed may require consideration of such action within the next few years.

District Owned Real Property

Overpass Facility

The property located in Goleta, California served as the District's primary dispatch and maintenance facility for its diesel fleet of buses for over 20 years. However, in October 2003, the District consolidated operations by expanding the administrative headquarters located near the downtown area of the city of Santa Barbara. The Overpass property is no longer used as an operating facility; instead, the site is used as a storage site for transit capital equipment.

The District submitted a “Utilization Plan” to the Federal Transit Administration (FTA), which owns approximately 30% of the site, to seek permission to lease the property and use the proceeds to support transit operations. The FTA approved the District’s plan with only a few limitations. The FTA’s approval was a great success for the District, and the site has the potential to generate approximately \$200,000 annually for transit operations.

Calle Real Property

Consistent with Brown Act requirements, the District has held closed-door discussions regarding this property. Costs associated with this project are being incurred. A resolution is anticipated in the near future.

Appendices

Route Operations Budget Detail*FISCAL YEAR 2007/2008*

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>DRIVERS</i>				
Scheduled	\$5,119,271	\$4,635,923	\$483,348	\$4,622,077
Scheduled Overtime	202,015	193,388	8,626	202,630
Unscheduled Pay	118,770	113,656	5,114	136,018
FICA	459,192	418,649	40,543	427,890
Pension	736,463	674,739	61,724	670,133
Health	772,424	755,601	16,823	640,168
Sick Pay	76,933	84,675	(7,742)	94,111
Vacation Pay	376,465	350,492	25,973	327,290
Holiday Pay	181,544	165,578	15,965	207,182
Other Paid Leave	14,448	13,893	555	8,662
Unemployment Insurance	25,455	24,580	875	30,796
Uniforms	21,000	20,000	1,000	16,735
<i>Drivers Subtotal</i>	<u>\$8,103,979</u>	<u>\$7,451,175</u>	<u>\$652,805</u>	<u>\$7,383,693</u>
<i>DISPATCH & SUPERVISION</i>				
Supervisors	\$131,691	\$126,396	\$5,296	\$141,801
Staff	220,236	189,452	30,784	176,103
FICA	30,130	27,440	2,690	27,238
Pension	39,442	38,827	615	28,675
Health	74,643	74,281	363	62,056
Sick Pay	3,535	3,838	(303)	5,919
Vacation Pay	23,531	23,161	370	18,560
Holiday Pay	15,144	16,247	(1,103)	13,246
Other Paid Leave	1,514	1,625	(110)	1,646
Unemployment Insurance	875	963	(88)	1,371
<i>Dispatch & Supervision Subtotal</i>	<u>\$540,742</u>	<u>\$502,229</u>	<u>\$38,513</u>	<u>\$476,615</u>
<i>HIRING & TRAINING</i>				
Staff	\$34,036	\$32,288	\$1,749	\$30,965
Student Drivers	16,240	74,280	(58,040)	111,968
Existing Drivers/Supers	66,143	113,871	(47,728)	134,298
FICA	9,351	17,285	(7,935)	12,815
Pension	3,490	3,382	108	9,860
Health	10,308	9,090	1,218	13,690
Sick Pay	314	298	16	638
Vacation Pay	2,618	2,484	135	11,755
Holiday Pay	2,618	2,484	135	4,409
Other Paid Leave	262	248	13	654
Unemployment Insurance	350	350	0	322
Medical Exams & License Fees	24,980	24,980	0	31,667
Employment Advertising	33,424	45,174	(11,750)	25,251
Training, Travel & Meetings	3,300	2,800	500	5,269
<i>Hiring & Training Subtotal</i>	<u>\$207,434</u>	<u>\$329,014</u>	<u>(\$121,580)</u>	<u>\$393,561</u>

Santa Barbara Metropolitan Transit District Adopted FY 2007-08 Budget

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>RISK & SAFETY</i>				
Wages & Benefits				
Staff	\$66,871	\$63,701	\$3,170	\$54,598
Supervisors	192,553	213,237	(20,684)	196,809
Driver Accident Pay	1,043	986	58	1,352
FICA	21,457	22,556	(1,100)	21,729
Pension	25,740	18,192	7,547	17,859
Health	28,119	18,957	9,162	26,578
Sick Pay	2,446	1,673	774	2,153
Vacation Pay	10,486	10,107	379	6,268
Holiday Pay	8,499	5,906	2,593	7,521
Other Paid Leave	850	591	259	776
Unemployment Insurance	569	569	0	684
Wages & Benefits Subtotal	\$358,633	\$356,475	\$2,158	\$336,327
Public Liability				
Professional Services	\$75,000	\$75,000	\$0	\$109,732
Insurance	215,013	191,403	23,610	189,049
Current Year Incident Payouts	40,000	25,000	15,000	5,811
Current Year Incident Reserves	40,000	25,000	15,000	34,267
Prior Years Incident Payouts	180,000	260,000	(80,000)	393,985
Change in Prior Years Reserves	(180,000)	(260,000)	80,000	(332,163)
Public Liability Subtotal	\$370,013	\$316,403	\$53,610	\$400,682
Workers' Compensation				
Professional Services	\$233,153	\$219,374	\$13,779	\$176,690
Insurance	46,085	38,000	8,085	45,371
Current Year Incident Payouts	30,000	30,000	0	20,270
Current Year Incident Reserves	90,000	90,000	0	118,352
Prior Years Incident Payouts	450,000	450,000	0	252,325
Change in Prior Years Reserves	(150,000)	(150,000)	0	(178,370)
Miscellaneous Risk & Safety	7,925	7,925	0	8,274
Workers' Compensation Subtotal	\$707,163	\$685,299	\$21,864	442,912
<i>Risk & Safety Subtotal</i>	<u>\$1,435,809</u>	<u>\$1,358,177</u>	<u>\$77,632</u>	<u>\$1,179,921</u>
<i>TRANSPORTATION SUBSIDIES</i>				
Dial-a-Ride (Easy Lift)	\$402,993	\$389,365	\$13,628	\$376,460
<i>Transportation Subsidies Subtotal</i>	<u>\$402,993</u>	<u>\$389,365</u>	<u>\$13,628</u>	<u>\$376,460</u>
<i>TOTAL ROUTE OPERATIONS</i>	<u>\$10,690,957</u>	<u>\$10,029,959</u>	<u>\$660,998</u>	<u>\$9,810,250</u>

Vehicle Maintenance Budget Detail
FISCAL YEAR 2007/2008

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>MECHANICS</i>				
Mechanics	\$681,267	\$660,522	\$20,745	\$580,626
Mechanics-OT	3,662	3,548	114	(30,948)
FICA	58,089	56,336	1,753	4,832
Pension	81,284	78,621	2,663	51,598
Health	90,156	85,067	5,089	71,986
Sick Pay	12,986	12,584	403	71,539
Vacation Pay	41,363	40,081	1,283	12,209
Holiday Pay	27,340	26,492	848	42,540
Other Paid Leave	2,734	2,649	85	29,630
Unemployment Insurance	2,450	2,450	0	757
Uniforms	4,577	4,577	0	2,791
Tool Allowance	12,950	12,600	350	9,381
<i>Mechanics Subtotal</i>	<u><i>\$1,018,858</i></u>	<u><i>\$985,527</i></u>	<u><i>\$33,331</i></u>	<u><i>\$846,942</i></u>
<i>CLEANERS & FUELERS</i>				
Service Workers	\$352,162	\$341,283	\$10,879	\$341,574
FICA	28,913	28,036	877	29,277
Pension	64,794	62,744	2,050	53,745
Health	77,276	72,914	4,362	76,116
Sick Pay	4,185	4,055	130	3,652
Vacation Pay	15,015	14,550	466	12,832
Holiday Pay	14,529	14,078	451	16,427
Other Paid Leave	640	620	20	724
Unemployment Insurance	2,128	2,128	0	2,880
Uniforms	3,276	3,276	0	5,305
Medical Exams & License Fees	3,993	3,993	0	3,623
<i>Cleaners & Fuelers Subtotal</i>	<u><i>\$566,911</i></u>	<u><i>\$547,677</i></u>	<u><i>\$19,234</i></u>	<u><i>\$546,157</i></u>
<i>SUPERVISION</i>				
Staff	\$369,676	\$296,097	\$73,579	\$293,651
FICA	31,181	25,091	6,090	24,964
Pension	40,760	32,798	7,961	24,170
Health	92,883	63,537	29,346	60,360
Sick Pay	3,109	2,498	611	1,115
Vacation Pay	17,712	15,651	2,061	13,108
Holiday Pay	15,545	12,489	3,056	15,316
Other Paid Leave	1,554	1,249	306	1,462
Unemployment Insurance	1,050	875	175	1,307
Training, Travel & Meetings	20,800	28,150	(7,350)	9,230
<i>Supervision Subtotal</i>	<u><i>\$594,269</i></u>	<u><i>\$478,435</i></u>	<u><i>\$115,834</i></u>	<u><i>\$444,684</i></u>

Santa Barbara Metropolitan Transit District Adopted FY 2007-08 Budget

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
VEHICLE CONSUMABLES				
Fuel & Lubricants	\$1,859,008	\$1,594,127	\$264,881	\$1,551,889
Electric Vehicle Power	85,200	84,000	1,200	78,585
Tire Lease	153,273	148,394	4,879	115,925
Tire Mounting	17,000	17,000	0	24,842
<i>Vehicle Consumables Subtotal</i>	<u>\$2,114,481</u>	<u>\$1,843,521</u>	<u>\$270,960</u>	<u>\$1,771,241</u>
VEHICLE PARTS & SUPPLIES				
Bus Parts Issued	\$650,189	\$609,914	\$40,275	\$587,433
Shop Supplies	55,000	55,000	0	54,011
Bus Servicing Supplies	15,000	15,000	0	9,534
Hazmat Disposal & Compliance	15,000	16,800	(1,800)	6,999
<i>Vehicle Part & Supplies Subtotal</i>	<u>\$735,189</u>	<u>\$696,714</u>	<u>\$38,475</u>	<u>\$657,976</u>
VENDOR BUS REPAIRS				
Vandalism Repairs	\$8,750	\$15,000	(\$6,250)	\$8,305
Accident Damage Repairs	5,000	6,000	(1,000)	3,522
Accident Claim Collections	(2,000)	(2,000)	0	(17,262)
Other Vendor Repairs	40,000	20,000	20,000	51,010
<i>Vendor Bus Repairs Subtotal</i>	<u>\$51,750</u>	<u>\$39,000</u>	<u>\$12,750</u>	<u>\$45,574</u>
RISK & SAFETY				
Workers' Comp Services	\$12,271	\$11,546	\$725	\$102,894
Workers' Comp Insurance	2,426	2,000	426	2,651
Current Year Incident Payouts	2,750	2,750	0	0
Current Year Incident Reserves	6,750	6,750	0	11,667
Prior Years Incident Payouts	75,000	75,000	0	101,470
Change in Prior Years Reserves	(75,000)	(75,000)	0	24,368
<i>Risk & Safety Subtotal</i>	<u>\$24,197</u>	<u>\$23,046</u>	<u>\$1,151</u>	<u>\$243,051</u>
TOTAL VEHICLE MAINTENANCE	<u>\$5,105,656</u>	<u>\$4,613,921</u>	<u>\$491,735</u>	<u>\$4,555,624</u>

Passenger Accommodations Budget Detail

FISCAL YEAR 2007/2008

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>PASSENGER FACILITIES</i>				
Wages & Benefits				
Supervisors	\$169,882	\$117,003	\$52,879	\$113,898
TC Advisors	109,943	107,915	2,028	100,196
Staff	85,854	84,995	859	84,961
FICA	30,824	26,313	4,511	25,510
Pension	32,470	24,729	7,741	21,853
Health	70,212	55,743	14,470	55,872
Sick Pay	5,257	4,452	805	4,949
Vacation Pay	20,039	19,639	400	16,030
Holiday Pay	12,281	9,584	2,698	11,071
Other Paid Leave	1,998	1,729	270	818
Unemployment Insurance	1,619	1,400	219	2,091
Wages & Benefits Subtotal	\$540,380	\$453,501	\$86,879	\$437,249
Buildings & Grounds				
TC Contract Maintenance	\$47,060	\$47,060	\$0	\$44,254
TC Repairs/Supplies	15,000	15,000	0	14,907
Bus Stop Repairs/Supplies	16,900	22,200	(5,300)	12,687
TC Property Insurance	1,800	1,800	0	1,456
Buildings & Grounds Subtotal	\$80,760	\$86,060	(\$5,300)	\$73,305
<i>Passenger Facilities Subtotal</i>	<u><i>\$621,140</i></u>	<u><i>\$539,560</i></u>	<u><i>\$81,579</i></u>	<u><i>\$510,554</i></u>
<i>TRANSIT DEVELOPMENT</i>				
Staff	\$203,360	\$190,756	\$12,604	\$202,588
FICA	17,177	16,776	401	19,982
Pension	22,454	21,930	524	22,090
Health	37,012	44,736	(7,724)	38,937
Sick Pay	1,137	5,436	(4,299)	7,289
Vacation Pay	13,784	15,207	(1,422)	17,220
Holiday Pay	5,686	7,179	(1,493)	10,355
Other Paid Leave	569	718	(149)	1,187
Unemployment Insurance	525	569	(44)	877
Training, Travel & Meetings	17,500	10,500	7,000	4,108
Planning Services & Supplies	60,000	47,000	13,000	1,442
<i>Transit Development Subtotal</i>	<u><i>\$379,204</i></u>	<u><i>\$360,807</i></u>	<u><i>\$18,397</i></u>	<u><i>\$326,076</i></u>

Santa Barbara Metropolitan Transit District Adopted FY 2007-08 Budget

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
Wages & Benefits				
Staff	\$100,193	\$88,374	\$11,820	\$78,152
FICA	8,161	7,234	927	6,889
Pension	10,668	9,456	1,212	8,613
Health	28,949	19,482	9,467	18,462
Sick Pay	615	546	70	2,191
Vacation Pay	3,615	3,637	(22)	3,800
Holiday Pay	2,052	1,818	233	3,118
Other Paid Leave	205	182	23	2,293
Unemployment Insurance	350	350	0	429
Wages & Benefits Subtotal	\$154,808	\$131,078	\$23,731	\$123,947
Outside Services				
Media Ad Placement	128,000	118,000	10,000	98,752
Brochures & Publications	22,000	14,500	7,500	6,667
Promotional Giveaways	10,000	6,000	4,000	0
Bus/Shuttle Decorations	5,000	5,000	0	3,761
Other Promotions	10,000	9,000	1,000	2,258
Route Schedules & Information	157,100	123,200	33,900	101,964
Training, Travel & Meetings	6,000	6,000	0	3,617
Outside Services Subtotal	\$338,100	\$281,700	\$56,400	\$217,020
<i>Promotion & Information Subtotal</i>	<i>\$492,908</i>	<i>\$412,778</i>	<i>\$80,131</i>	<i>\$340,967</i>
FARE REVENUE COLLECTION				
Wages & Benefits				
Security Officer	\$84,141	\$60,603	\$23,538	\$44,806
FICA	6,615	5,187	1,427	3,952
Pension	8,444	6,388	2,056	4,989
Health	17,528	2,076	15,452	12,157
Sick Pay	507	592	(84)	15,921
Vacation Pay	1,268	4,596	(3,327)	2,618
Holiday Pay	297	1,838	(1,541)	2,185
Other Paid Leave	254	181	73	2,430
Unemployment Insurance	210	219	(9)	215
Wages & Benefits Subtotal	\$119,265	\$81,680	\$37,585	\$89,273
Outside Services				
Fare Processing	\$58,755	\$58,755	\$0	\$55,218
Farebox Parts & Repairs	45,000	50,000	(5,000)	70,059
Tickets, Tokens & Transfers	50,000	50,000	0	9,029
Outside Services Subtotal	\$153,755	\$158,755	(\$5,000)	\$134,307
<i>Fare Revenue Collection Subtotal</i>	<i>\$273,020</i>	<i>\$240,435</i>	<i>\$32,585</i>	<i>\$223,580</i>
TOTAL PSNGR ACCOMMODATION	\$1,766,272	\$1,553,580	\$212,692	\$1,401,177

General Overhead Budget Detail*FISCAL YEAR 2007/2008*

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
<i>FINANCE</i>				
Staff	\$339,089	\$314,130	\$24,960	\$255,414
FICA	28,728	26,986	1,742	21,574
Pension	37,553	35,276	2,277	26,226
Health	80,032	70,521	9,511	49,040
Sick Pay	2,689	2,415	274	5,608
Vacation Pay	18,963	22,932	(3,969)	21,602
Holiday Pay	13,445	12,074	1,372	13,249
Other Paid Leave	1,345	1,207	137	2,563
Unemployment Insurance	963	700	263	965
Financial Audit Services	40,000	40,000	0	36,000
<i>Finance Subtotal</i>	<u>\$562,807</u>	<u>\$526,240</u>	<u>\$36,567</u>	<u>\$432,240</u>
<i>PERSONNEL</i>				
Staff	\$62,554	\$57,241	\$5,314	\$58,598
FICA	5,052	4,792	260	4,770
Pension	6,604	6,264	340	7,009
Health	7,624	6,755	869	6,978
Sick Pay	252	476	(224)	631
Vacation Pay	1,847	2,306	(459)	2,395
Holiday Pay	1,261	2,381	(1,121)	2,809
Other Paid Leave	126	238	(112)	515
Unemployment Insurance	88	175	(88)	215
<i>Personnel Subtotal</i>	<u>\$85,407</u>	<u>\$80,629</u>	<u>\$4,778</u>	<u>\$83,919</u>
<i>UTILITIES</i>				
Telephone & Data Communications	\$66,954	\$65,004	\$1,950	\$57,234
Power, Water & Refuse	129,848	126,066	3,782	117,041
Two-Way Radios	28,063	25,663	2,400	28,039
<i>Utilities Subtotal</i>	<u>\$224,865</u>	<u>\$216,733</u>	<u>\$8,132</u>	<u>\$202,314</u>
<i>OPERATING FACILITIES</i>				
Wages & Benefits				
Staff	\$38,493	\$35,261	\$3,232	\$35,439
FICA	3,226	2,952	273	3,054
Pension	4,216	3,859	357	3,978
Health	7,422	6,551	870	6,325
Sick Pay	319	290	30	792
Vacation Pay	1,596	1,448	148	883
Holiday Pay	1,596	1,448	148	1,757
Other Paid Leave	160	145	15	0
Unemployment Insurance	175	175	0	215
Wages & Benefits Subtotal	\$57,202	\$52,129	\$5,074	\$52,443
<i>OPERATING FACILITIES (cont'd)</i>				

Santa Barbara Metropolitan Transit District Adopted FY 2007-08 Budget

FISCAL YEAR 2007/2008

	ADOPTED BUDGET FY 07/08	FINAL BUDGET FY 06/07	CHANGE	ESTIMATED FY 06/07
Parts & Repairs	\$22,000	\$24,000	(\$2,000)	\$19,080
Fuel	46,800	40,800	6,000	44,501
Service Vehicles Subtotal	\$68,800	\$64,800	\$4,000	\$63,581
Buildings & Grounds				
Contract Maintenance	\$50,400	\$50,400	\$0	\$49,930
B&G Repairs/Supplies	60,117	60,117	0	57,803
Property Insurance	16,200	16,200	0	13,108
Buildings & Grounds Subtotal	\$126,717	\$126,717	\$0	\$120,841
<i>Operating Facilities Subtotal</i>	<u>\$252,719</u>	<u>\$243,645</u>	<u>\$9,074</u>	<u>\$236,866</u>
DISTRICT ADMINISTRATION				
Wages & Benefits				
Staff	\$410,959	\$357,928	\$53,031	\$333,744
FICA	36,166	31,259	4,907	26,769
Pension	47,276	40,862	6,414	39,213
Health	95,495	77,327	18,167	71,745
Sick Pay	3,774	3,200	574	47,530
Vacation Pay	37,275	29,891	7,384	23,386
Holiday Pay	18,869	16,000	2,868	17,005
Other Paid Leave	1,887	1,600	287	3,788
Unemployment Insurance	1,138	1,006	131	1,332
Wages & Benefits Subtotal	\$652,837	\$559,073	\$93,764	\$564,513
Administrative Services				
Directors Fees	\$12,960	\$10,800	\$2,160	\$8,800
Public Officials Insurance	31,224	31,224	0	26,969
Legal Counsel	47,000	52,000	(5,000)	48,916
Pension Administration	11,900	11,900	0	5,713
Office Equipment Maintenance	83,644	85,644	(2,000)	79,906
Miscellaneous Services	145,640	190,640	(45,000)	175,973
Office & Computer Supplies	50,000	49,500	500	56,456
Dues & Subscriptions	36,536	36,536	0	32,392
Conferences, Meetings & Training	15,000	18,000	(3,000)	10,328
Employee Relations	30,000	30,000	0	20,758
Retiree Health Insurance	43,433	43,433	0	59,847
Mandated Fees & Permits	46,700	51,700	(5,000)	32,234
Bus Ad Revenue Program	20,000	20,000	0	1,710
Miscellaneous	15,000	13,000	2,000	16,778
Environmental Cleanup Costs	0	310,000	(310,000)	236,022
Administrative Services Subtotal	\$589,037	\$954,377	(\$365,340)	\$812,802
<i>District Administration Subtotal</i>	<u>\$1,241,874</u>	<u>\$1,513,450</u>	<u>(\$271,576)</u>	<u>\$1,377,314</u>
TOTAL GENERAL OVERHEAD	<u>\$2,367,673</u>	<u>\$2,580,697</u>	<u>(\$213,025)</u>	<u>\$2,332,654</u>

Capital Project Detail

FISCAL YEAR 2007/2008

<i>REVENUE VEHICLE PURCHASES</i>		
22' Shuttles (13) (\$330,000)	\$4,290,000	
<i>Subtotal</i>		\$4,290,000
<i>REVENUE VEHICLE IMPROVEMENTS</i>		
Diesel Fleet Drivetrains	\$237,000	
EV Drivetrain/Battery Chargers etc	415,000	
Miscellaneous Bodywork/Painting/Seating	206,000	
<i>Subtotal</i>		\$858,000
<i>OFFICE FURNITURE & EQUIPMENT</i>		
Office Furniture Allowance	\$25,000	
<i>Subtotal</i>		\$25,000
<i>MANAGEMENT INFORMATION SYSTEMS</i>		
Software Programming	\$10,000	
Miscellaneous (Telephones etc)	10,000	
Mobile On-Time Performance Solution	25,000	
PC Hardware/Software Upgrades	35,000	
<i>Subtotal</i>		\$80,000
<i>INTELLIGENT TRANSPORTATION SYSTEMS</i>		
AVL System	\$2,200,000	
<i>Subtotal</i>		\$2,200,000
<i>SERVICE VEHICLES</i>		
Service Vehicle Replacements (3 @ \$23k)	\$69,000	
<i>Subtotal</i>		\$69,000
<i>BUS STOP EQUIPMENT</i>		
Superstops	\$313,630	
Bus Stop Upgrades	125,000	
<i>Subtotal</i>		\$438,630
<i>FIXED FACILITIES</i>		
Facilities	\$25,000	
Calle Real Development	50,000	
T2 Refurbishment - Goleta	50,000	
<i>Subtotal</i>		\$125,000
<i>FAREBOXES & RADIOS</i>		
Farebox & Radio Allowance	\$75,000	
<i>Subtotal</i>		\$75,000
<i>SHOP EQUIPMENT</i>		
Shop Equipment Allowance	\$50,000	
<i>Subtotal</i>		\$50,000
TOTAL CAPITAL PROJECTS		\$8,210,630

Capital Replacement Schedule (Buses/Shuttles)

Fleet Type	Qty	Replacement Date	Useful Life Remaining	FY07 Cost per Replacement Vehicle	Projected Cost per Vehicle	Total Cost	MTD % Share	MTD Projected Cost
1991- 1994 Shuttle (1,2,10)	3	FY08	1	330,000	330,000	990,000	11.5%	113,850
1991 - 1994 Shuttle (3,4,5,6 & 22)	5	FY08	1	330,000	330,000	1,650,000	11.5%	189,750
2005 Shuttles (25,26,27,28,& 29)	5	FY08	1	330,000	330,000	1,650,000	11.5%	189,750
1991 - 1994 Shuttle (8 &11)	2	FY13	6	330,000	408,012	816,023	20.0%	163,205
2001 Shuttle (12 - 21)	10	FY13	6	330,000	408,012	4,080,116	20.0%	816,023
1997 40' Nova	28	FY13	6	300,000	370,920	10,385,749	20.0%	2,077,150
1998 40" Nova	5	FY13	6	300,000	370,920	1,854,598	20.0%	370,920
2007 30' Gillig Coaches	3	FY21	14	330,000	541,440	1,624,321	20.0%	324,864
1984 40' Coaches	5	FY21	14	330,000	541,440	2,707,201	20.0%	541,440
2004 40' Diesel	15	FY21	14	300,000	492,218	7,383,276	20.0%	1,476,655
2004 30' Diesel	11	FY21	14	260,000	426,589	4,692,482	20.0%	938,496
2001 Shuttle (12 - 21)	10	FY25	18	270,000	510,316	5,103,162	20.0%	1,020,632
1991 - 1994 Shuttle (1,2,3,4,5,6,8,10,11, 22,25,26,27,28 & 29)	15	FY25	18	270,000	510,316	7,654,743	20.0%	1,530,949
2005 40' Hybrid	8	FY25	18	450,000	850,527	6,804,216	20.0%	1,360,843
						\$57,395,886		\$11,114,527

Capital Replacement Fund Requirements by Fiscal Year

Fiscal Year	MTD Replacement Fund Goal	Total Cost
2008	\$493,350	\$4,290,000
2013	3,427,297	17,136,486
2021	3,281,456	16,407,279
2025	3,912,424	19,562,121
Total	\$11,114,527	\$57,395,886

Number of Years: 17 17
Amount Required per Year: \$653,796 \$3,376,229

CPI applied to vehicle cost: 3.60%
 shall be the U.S. Department of Labor
 consumer Price Index for All Urban

Budgeted Employee Positions

Budgeted Positions FY 07-08

Budgeted Positions by Department

Administration (5)

General Manager
 Administrative Assistant to GM
 Receptionist
 Manager of IT
 Manager of Strategic Planning/Compliance

Operations (161)

Manager of Operations
 Superintendent of Operations
 Operations Administrator
 Dispatcher
 TC Advisor
 TC Advisor
 TC Advisor (2 part-time)
 Drivers (145)
 Supervisors (8)

Human Resources (2)

Manager of Human Resources
 Human Resources Administrator

Finance (6)

Assistant General Manager/Controller
 Manager of Accounting
 Assistant Manager of Accounting
 Accounting Assistant
 Accounting Clerk
 Farebox & Electrical Technician

Maintenance (33)

Manager of Maintenance
 Superintendent of Maintenance
 Manager of Materials Management
 Parts Clerk
 Trainer
 Maintenance Analyst
 Facilities Manager
 Mechanics (14)
 Utility Workers (12)

Transit Development & Community Relations (7)

Manager of Transit Development & Community Relations
 Scheduler
 Assistant Manager Planning
 Marketing Coordinator
 Graphics Specialist
 Bus Stop Maintenance
 Bus Stop Manager

Summary (All Employees)

Drivers	145
Staff	34
Mechanics	14
Utility	12
Supervisors	8
Total Budgeted Positions	213